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HOPKINS ROWELL.

THE

GREAT RESOURCES,

AND

SUPERIOR ADVANTAGES

OF THE

CITY of JOLIET,

ILLINOIS.

COMPILED BY

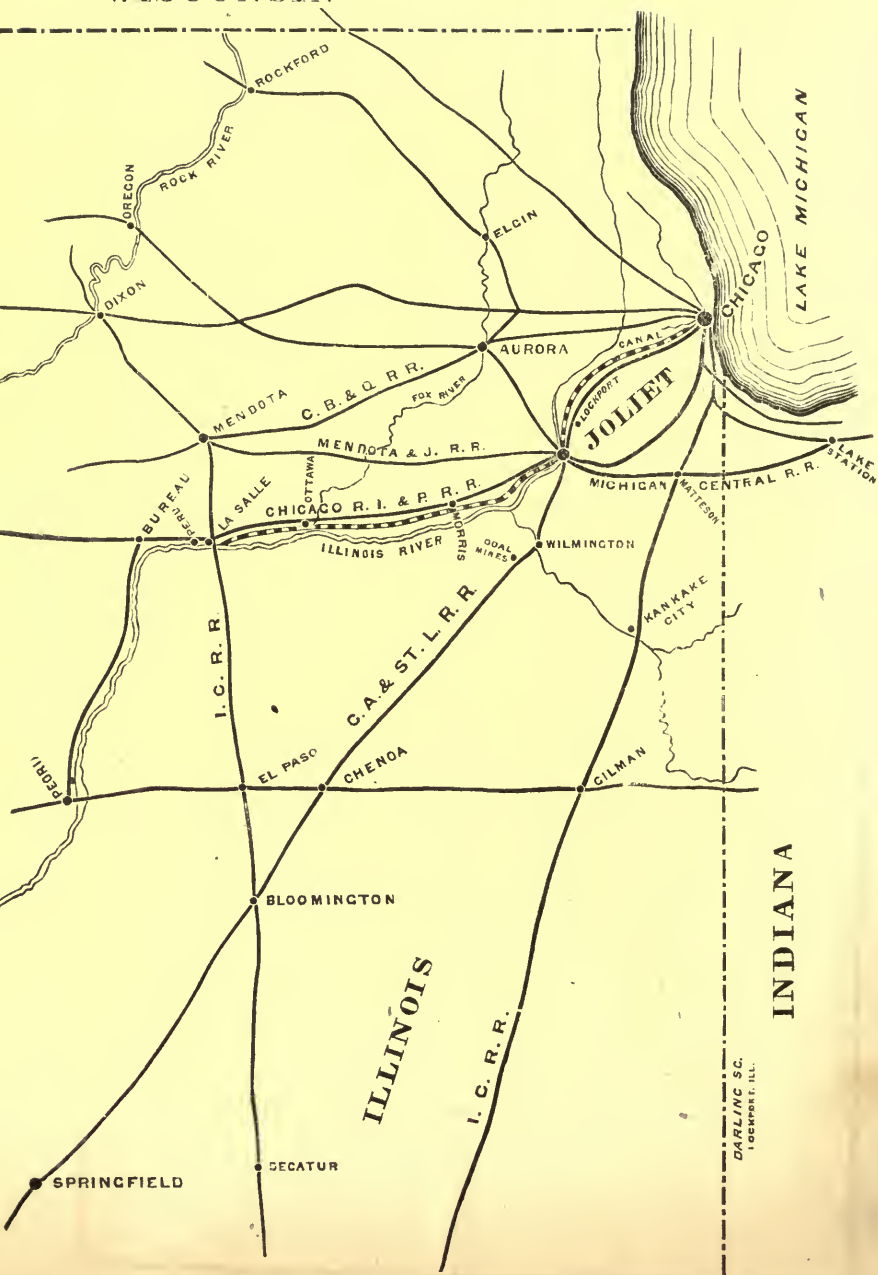
JOLIET:

REPUBLICAN STEAM PRESS.

GRITZNER & HENDERSON, BOOK AND JOB PRINTERS.

1871.

WISCONSIN



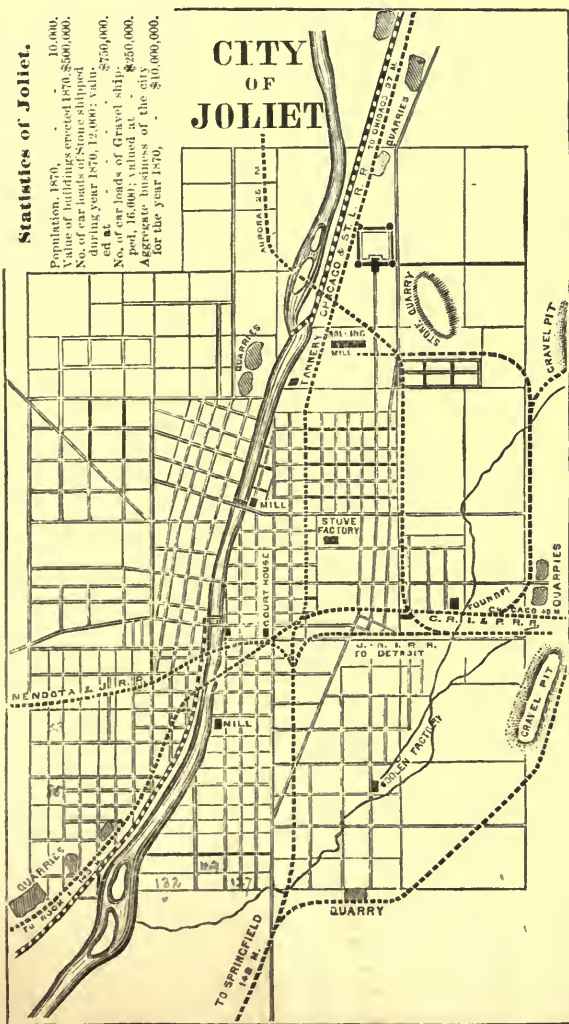
INDIANA

DARLING SC.
TOWNSHIP, ILL.

Statistics of Joliet.

Population, 1870. 10,000.
 Value of buildings erected 1870. \$500,000.
 No. of car loads of Stone shipped
 during year 1870. 12,000; value,
 ed at \$550,000.
 No. of car loads of Gravel shipped
 per cent. of the total
 Aggregate business of the city
 for the year 1870. \$10,000,000.

CITY OF JOLIET



53 x 55

127

bad title.

114
132

State of Pa. Com. Ex. Sec.
 Chas. P. Foster

all of the same 2 mts
 sold to J. B. Brown
 Aug. 1870
 W. C. Cook & Co. Middle



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THE
GREAT RESOURCES,
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SUPERIOR ADVANTAGES
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J N T R O D U C T O R Y .

JOLIET is the shire town of Will county, Illinois. It is forty miles southwest of Chicago, and has a population of about ten thousand inhabitants. The Des Plaine River, and Illinois & Michigan Canal pass through the city. The broad plain or valley of the river, with its fall of *thirty* feet, within the city limits affords a spacious, pleasant and healthy site for a great manufacturing and business city—while the undulating bluffs on either side furnish thousands of charming locations for city residences.

Its railroad facilities are not surpassed, except at Chicago, Being parallel with the head of Lake Michigan, it is on the great central air-line route of trade and travel, from ocean to ocean. This advantage can hardly be over-estimated. It is causing an increased yearly divergence of trade from Chicago, over the Joliet Cut-Off route. It also affords us local shipping facilities to Boston and New York as cheap as that city possesses. Few towns can be more healthy or as well supplied with the purest water. The gas works are ample for thirty thousand inhabitants. And there are over thirty miles of finely graded streets. The generous support of eleven flourishing churches; and of schools in like proportion, are evidence of the liberality and public spirit of our citizens. For a fuller exposition of our superior advantages, we refer to the following pages.

Does any one ask why we advertise our city? We reply that it is to spread abroad a knowledge of those advantages, and strive to build up here what nature formed us for—a great industrial and manufacturing city.

We have every facility, and only need capital and skilled labor to attain this desired result. Do you again ask why we have waited until now to tell our story?

We answer, that we have only now got our resources together. We have just tapped Lake Michigan, and henceforth possess a never-failing flood of wealth pouring through our city. We have just discovered and developed the best coal mines in the West, ensuring cheap fuel for the million, and propelling power for machinery. We have just had a thorough scientific test of Joliet stone, confirming its superiority to all western samples. We have just gained access by rail, to the silver mines of Utah, enabling us to get their ores for smelting. And we have but just brought to light, through our artesian wells, those copious gushing fountains of the purest water. All of these, added to our previous vast resources, as hereinafter set forth, justify us in spreading before the world these facts, and this pamphlet. Justify us in efficiently advertising our matchless resources, and holding out the inducements for labor, capital, and diversified industries to come among us.

We are not wholly unselfish in this movement. We expect to magnify our own local prosperity; but we promise that the benefit shall be reciprocal; we agree to give you a full equivalent. We offer you good wages; cheap and pleasant homes; cheap fuel; cheap food; large dividends on capital, and an equal portion in our onward growth and prosperity. Therefore, we say—not in a profane sense,—but in a literal material sense, to the workman, the mechanic, the artisan, the manufacturer, the capitalist, and the enterprising founder of every new industry, seeking a western locality, “Come, thou, with us, and we will do thee good.”

COMMERCIAL FACILITIES.

Joliet has commercial facilities superior to every city in Illinois, Chicago alone excepted. Only a brief investigation is requisite to establish this position.

First—It is on the great air-line route of trade and travel from east to west. Those great trunk-line railroads—the Chicago, Rock Island & Pacific, and the Chicago & St. Louis, with its Pacific connection—both converge here, freighted with the boundless riches of the illimitable West.

Joliet ships a goodly portion of these treasures due east over the Cut-Off road, instead of sending them on a triangular passage *via* Chicago. This divergence of trade from Chicago augments so rapidly that a double-track line due east will soon be an imperative necessity. Hence our *local* dealers pay *Chicago prices* for pork and grain during the winter market, enabling us to challenge comparison, and defy competition with all other towns. Corroborating testimony is found in the fact that wagon loads of pork and grain have, during the past winter, come from a distance of forty miles, past other market towns, to secure the higher prices paid at Joliet.

Second—Joliet enjoys a like superiority as a *distributive centre* for the shipment of goods, wares, and products, in all directions, too and from all parts of the country. Because, super-added to our great trunk and air-line route of trade, and our local railroad connections with each other, and numerous outside diverging lines, we also virtually enjoy the entire net-work of Chicago roads, owing to our suburban proximity to that city.

Third—Our canal gives us another commercial advantage *via* cheap lake and river transportation. When made into a ship canal, as it soon must be, Joliet may ship cargoes without breaking bulk, *via* the lakes and Mississippi River, to all parts of the world. Our spacious canal and river basins afford us miles of superior wharfage.

NATURAL RESOURCES.

Nature has endowed Joliet, and Will county with a profusion and vastness of resources unsurpassed by any other locality on this continent—if it is equaled upon the globe. This is a pretty bold assertion, but let us see,—

First—Are our commercial advantages, present and prospective as set forth in the preceding article under that head. We refer the reader to a candid consideration of its incontestible truths.

Second—Our Joliet marble and stone quarries, surpassing in quality and extent all others in the country. These constitute a source of wealth that will long endure after the gold mines of California shall have vanished from existence. The products of these quarries reached nearly one million of dollars the past year—finding a market in ten different states,—and yet their development has scarcely begun. We invite the reader's attention to an article headed "Stone," giving fuller details of this invaluable interest.

Third—A water-power unsurpassed in volume and durability is to be ours. We have the river Des Plaines for a mill-race, and Lake Michigan for a mill-pond, and a fall of thirty feet, within the city limits, with additional power just above and below us. This flood of wealth can never fail us, (unless Lake Michigan dries up) and is sure to found a city of extensive manufacturing proportions. Mr. Gooding, State Engineer of the Illinois & Michigan Canal, declares this water-power equal to any on the continent. The reader is referred to his article on "Canal and Water-Power," in another part of this pamphlet.

Fourth—Our fourth invaluable resource is found in the extensive *coal mines* of Will county, just below the city. This coal is superior to any in the state, and proves to be the only Illinois coal adapted to smelting purposes, and must soon build up an extensive iron interest here, besides our rolling mills. Moreover, our eastern capitalists can not fail to seize upon this point for establishing silver ore smelting-works, as great quantities of this ore now pass from the western mines, through Joliet, *en route* to Swansea, in Wales, for smelting. Mr. Reed, Engineer of the Pacific Railroad, furnishes our pamphlet a valuable article on this topic. Certain, it is, that Joliet is blessed with perpetual cheap fuel for domestic and manufacturing purposes.

Fifth—A fifth resource is the best and most extensive *cement gravel beds* any where known; the shipments from which during the past year aggregate near a quarter of a million of dollars. The demand is yearly increasing. We furnish an article headed, "Cement Gravel," giving fuller details.

Sixth—An unequalled and inexhaustable supply of cheap building materials; including stone, brick, lime, sand, and even lumber. These facts are elsewhere fully set forth.

Seventh—A surrounding country unrivalled in the extent and richness of its *agricultural resources*. At our Will county fair last fall, the best judges pronounced the exhibition of stock, including blooded horses, cattle, and swine, equal to any at the State Fair. While samples of grain, dairy, and vegetable products, could not be surpassed in the East or West. Judge Randall treats of this subject elsewhere.

Eighth—Our sightly and beautiful surroundings, healthy location, and artesian wells, affording an abundant supply of the purest water.

Ninth—The rich and rare deposits at the *Joliet Mound Works*. Those products are no where excelled. The bath-brick are quite equal to those imported from Europe; while the fire-brick, drain-tile, and stone sewer-pipe, are equal to the best.

We invite a candid consideration of the resources here enumerated; and do not hesitate to ask what locality can show an equal record? What point so eligible for all diversified industrial and manufacturing enterprises, and promising so rich returns for labor, and the investment of surplus eastern capital?

CANAL AND WATER-POWER.

In a letter received by us, from the Hon. Wm. Gooding, of Lockport, for more than thirty years State Engineer for Illinois, he says,—

“If you can adopt some practical plan to make the commercial and industrial advantages of Joliet fully understood in sections of country where capital and population are more abundant than here, it must result most favorably to your city; and consequently a large section of surrounding country. Even Lockport (dead enough at present) would sooner or later feel the influx to some extent, of capital and labor. I have frequently expressed the opinion,—which I never entertained more strongly than now,—that the time would come when the six miles intervening between the lock here, at the running out of the Lake Michigan level, and the head of Lake Joliet, will be one of the *most important manufacturing districts in the world!* This may seem somewhat extravagant, but what other section of country of similar extent embraces so many important advantages?

“In this distance is nearly half the fall between Lake Michigan and the Illinois River at its mouth or connection with the Mississippi and for water-power Lake Michigan forms an *ample reservoir* for all practical purposes. No one who has thoroughly investigated the

subject, can doubt for a moment that this is to be one of the greatest commercial thoroughfares upon our continent, and that the Illinois & Michigan Canal is *now* a mere ditch compared with what it will be; but the canal will probably be enlarged only to the head of Lake Joliet, and from that point, down the river, improved to admit river steamers of the largest capacity.

"So much for water communication, and water-power. Then, Joliet is just upon the margin of one of the finest coal-fields in the West; so that cheap steam-power for manufacturing, can always be commanded.

"The finest stone quarries that can be found any where, are in your immediate vicinity; and the quantity of superior building material is inexhaustible.

"Joliet is already a great railroad center; and more roads are coming; so that, with these competing lines of railroad, and the canal and improved river, cheap transportation may be calculated upon with certainty.

"Raw materials can be obtained as cheaply at this point as any other; and it could not be more centrally situated for the distribution of the products of the various manufactures. The surrounding country is unsurpassed for beauty and fertility; and no more healthy region can be found even among the New England hills. But pardon me for stating thus hastily and imperfectly a few only of the facts which your meeting will doubtless consider and place in a clear and attractive form before our eastern friends.

"I am opposed to any exaggeration of our advantages, but am quite certain that a simple and truthful statement of facts will astonish those who never properly considered them.

"Truly, yours,

"WM. GOODING."

RAILROADS.

BY HON. H. N. MARSH, OF JOLIET.

It needs but a glance at the map to show the almost unparalleled advantages of Joliet, as a railroad center. Few cities east or west possess equal facilities for procuring by rail, the raw material from the sources of supply, or of shipping manufactured goods to all points of the compass, as Joliet.

Westward, the C. R. I. & P. R. R. brings within our reach the fertile fields of Iowa, the mineral stores of Colorado, Utah and Nevada, and the boundless wealth of the Pacific coast.

By its branches and connections we have access to the agricultural riches of northern and western Illinois, southern Wisconsin, to the teeming cereal wealth of Minnesota, and the rapidly developing regions of northern Iowa and Dakota. By its southwestern branch, to be finished early the coming summer, we shall have direct and rapid communication with southern and western Iowa, western Missouri, Kansas, and the regions beyond, from the Rocky Mountains to the Gulf of Mexico. All these immense regions are rapidly filling up with an intelligent and enterprising population; requiring vast supplies of agricultural implements and manufactured goods, which, as we expect to show conclusively, can be manufactured here more cheaply, and distributed more readily and economically than from any other point. The Chicago, Alton & St. Louis railroad, by its main line, its branches and connections, open up to us a highway to the regions south and southwest; bringing to our doors the cotton of the gulf states; the iron and other minerals of Missouri, with its hemp, its flour and grain; the fruits and cereals of what was once our own Egypt,—Egypt no longer;—and opening up in all those rapidly developing regions a market for our own productions; and for our manufactured goods, as fast as we are able to supply the rapidly increasing demands.

By the Joliet branch of the Michigan Central (Joliet Cut-Off), we have a direct communication with the east, including not only New York, and the Middle States, but New England and Canada; and with the lumberregions of Indiana, Michigan, and the Canadian provinces. And it is worthy of notice, that grain, cattle, pork, and indeed all our western productions, are shipped from this place to all points on the Atlantic seaboard—from Baltimore to Quebec—at the same rate paid from Chicago. And goods from all the eastern sources of supply are laid down in our depots in the same time, and on the same terms as goods destined to our magnificent neighbor on the north.

Our two railroads connecting us with Chicago—the Chicago Rock Island & Pacific, and the Chicago, Alton & St. Louis, give us almost hourly connections with that great city of the West. Fourteen passenger, and twenty freight trains, like vast shuttles, daily alternate between the two cities, filling up the web of western business with the plastic woof of enterprise. The lumber and iron of Michigan and Wisconsin; the copper of Lake Superior, and the coals of Pennsylvnaia, are laid down at our doors, at a rate of freight so low as to make scarcely

a perceptible difference in their cost. And by way of Chicago we have additional connections with all the business centers of the eastern seaboard and interior, and on the most favorable terms — as competition with the Cut-Off compels all roads to ship freights to Joliet at the same rates charged to Chicago.

The new Joliet & Aurora Railroad already surveyed and to be built as soon as the spring opens, short as it is, will undoubtedly form one of the most important links in our various railroad connections. By it, the stone, lime, coal, etc., so much needed in that direction, can be delivered to them at a mere fraction of the expense as *via* Chicago; and must draw largely upon our abundant supplies of those materials.

The vast shipments of grain, cattle, etc., from the teeming southwest, over the Chicago, Burlington & Quincy Railroad, instead of paying tribute to the elevators and Stock Yards of Chicago, will be brought here, and shipped east, by the Joliet Cut-Off, and other roads, which will soon be needed to take the produce offering at this point, to the markets of the East. It is understood that one of our most important trunk lines has recently made arrangements for building a branch road from some point in or near this city, to the Wilmington coal fields. This will open up another avenue to the cheap fuel so abundant on our southern border; and tend greatly to the development of our resources as a manufacturing city.

There are many other indirect connections with finished lines, as well as new roads contemplated, to which space will not permit us to refer; but we think enough has already been said to establish our claim to the possession of railroad advantages equaled by few of the most favored cities of the land.

AGRICULTURAL RESOURCES.

BY JUDGE RANDALL, OF JOLIET.

The agricultural resources of the region immediately surrounding the city, although in many respects similar to the wide prairies throughout the valley of the Mississippi, are in other respects, greatly superior. They consist, first, in a broken, irregular surface; giving romantic variety, innumerable springs, limpid brooks, and other sources of the purest water, in great abundance. This condition is not confined to this city, but the county of Will, and the surrounding counties of Cook, Du Page, Kendall, Grundy, Livingston, and Kankakee, all partake, in a

large degree, of the characteristics just mentioned. A glance at the map shows that nearly the entire surface of these counties is drained toward this city.

The Kankakee, the Des Plaines, and the Du Page rivers, all meandering through a wide scope of fertile country, unite their forces within the limits of this county, a few miles below the limits of this city, and form the majestic Illinois, which carries these sparkling waters downward to the "Father of Waters." Manifestly, the valley of all these three great rivers must be unsurpassed in fertility; and the natural law which induces productions to flow down the rivers in whose valleys they are raised, points to this as the great basin in which those productions intermingle, and seek their destination to the markets of the world.

Our agricultural productions, then, may be said to be as wide and varied as these fertile and extensive valleys. The great staple is corn. It is grown in quantities vastly beyond the wants of the population; and thousands of ears are freighted for distant markets. Wheat, rye, oats, and barley are produced in large quantity, but *here*, at least, "Corn is King." It goes to market in bulk. It is done up in lard and beef-steak, and rolls away in the fumes of whisky. It is so natural to the soil and climate, that innumerable fields may be found in Illinois where more than thirty successive crops have been raised without manure, and without perceptible diminution. This corn,—and the beef and pork fattened with it, constitute a very large portion of our railroad freights.

We have in this immediate locality, not only the exceeding natural fertility of the soil, but also fertilizers in inexhaustible quantities. The salurian rock on which our city is founded, lying beside our coal fields, contains the lime requisite to fertilize for centuries. Inexhaustible beds of marl are laid away in the great conservatory of nature, ready to leap forth at the call of the husbandman.

The Rocky Mountains and the distant plains of Texas send us immense numbers of animals; and all concentrating here, add to our local power of fruitification. The centers of commerce always furnish by unavoidable waste, large quantities of fertilizing ingredients. The importance of these will be seen when it is recollected that our city is in the thoroughfare of the Pacific trade, and at the point of the crossing of the commerce between the Mississippi and the Lakes.

It is believed that very few locations can be found possessing so large advantages to the husbandman as the valleys of these rivers; and that a very dense population is inevitable. The day of large corn-fields and wheat-fields has undoubtedly passed away, in this section, and smaller divisions become a necessity. No location can be found better adapted to dairy purposes. The pure water, and the large amount of moist land, susceptible of easy drainage, make the grasses luxuriant, and the eye rests almost constantly upon localities suggestive of cheese factories; while the great prairies west of us are daily putting up their supplications to furnish them with such luxuries. It is not our purpose in this short article to go into particulars; but by this general description to call the attention of all husbandmen who desire to find locations, to this section, as offering inducements of more than an ordinary character.

STONE.

BY HON. W. A. STEEL, OF JOLIET.

It will not be deemed inappropriate in a pamphlet prepared to set forth some of the natural advantages of Joliet, that special mention should be made of the item which heads this article.

In the construction of manufactories, business blocks, foundations for residences, or residences themselves, it is important to know that stone of good quality is near at hand, and can be obtained at moderate cost. Joliet possesses this feature in a pre-eminent degree.

Within the city limits, and lying adjacent thereto, in every direction, are quarries, developed and inexhaustible, of the finest stone ever yet discovered within a distance of seven hundred miles north, south, east, or any where west of this point. The stone is white in color, and is magnesian limestone of the best quality, weighing from one hundred and sixty to one hundred and eighty pounds per cubic foot.

Throughout the northwestern states it is called "Joliet marble," for it accepts any character of finish, (even the finest,) and is used largely for monumental and the other higher grades of work.

These quarries are all stratified. The strata ranging from two inches thick up to forty-two inches. This natural arrangement enables owners of quarries to produce the material for use at a comparatively small cost.

The prices of stone at Joliet are, as near as may be, as follows:—Rubble, the article chiefly used in constructing manufactories, shops, foundations, etc., five dollars per cord. Dimension stone varies from twenty cents to fifty-one cents per cubic foot, according to grade.

The amount shipped from here by railroads and canal during the year 1870, reached about one million one hundred and twenty-five thousand cubic feet (or about twelve thousand car loads); and the demand indicates that this quantity will be increased annually.

In the spring of 1867, the United States government, in view of the erection of extensive government buildings in the western states, ordered that a board of scientific officers should proceed to ascertain minutely the properties of Joliet stone; applying to it all the tests which science has discovered for such purposes. The buildings to be erected were intended to stand for all time; and hence the government went to considerable expense in procuring machinery, and otherwise, to make the tests, so that there might be no mistake as to finding the best stone in the western states. The board performed the work, and we insert the official report.

First.—As to the properties of Joliet stone—

Density.....	2.6440
Crushing force in pounds.....	58853
Crushing force in pounds per square inch.....	14708
Began to spawl.....	57833
Breaking weight to transverse strain.....	15850
Transverse strength.....	$S. = \frac{S.W.}{4 B.D. S} = 248 \text{ to } 320$

Tranverse sample, 4 in. x 8 in. x 20 in., and

Crushing sample 2 in. x 2 in. x 4 inches.

Second.—To ascertain the absorptive properties of the stone, the samples were placed on the boiler of a steam engine, in motion, and remained there sixteen days. They were then weighed, and placed in water, where they remained three days and nights, and were again weighed, with the result given below.

Sample, No. 1.

	GRAINS.
Weight before steeping.....	6211.8
“ after “	6382.
Increase in Weight.....	170.2
Increase per cent.....	2.73

	<i>Sample, No. 2.</i>	GRAINS.
Weight before steeping.....		5640.5
“ after “		5800.

Increase in weight.....159.5

Increase per cent..... 2.8

The superior quality of Joliet stone had never been doubted, but the foregoing results established incontrovertibly that no stone yet discovered in the western states could cope with it. This truth is further proved by the fact that Iowa, Missouri, Indiana, Illinois, Wisconsin, and perhaps other states, are ordering heavily from these quarries. Reference may be made to the custom house at Des Moines, Iowa (three hundred and fifty-seven miles from Joliet); to the custom house at Madison, Wisconsin (one hundred and thirty-eight miles from Joliet); to the new county buildings erected at St. Louis (two hundred and forty miles from Joliet); to the extensive U. S. arsenal buildings on Rock Island, in the Mississippi River; to two bridges built by government, to connect said arsenal at different points to the eastern shore; to a bridge connecting Illinois and Iowa at Dubuque; to the United States marine hospital at Chicago; to the new Penitentiary just completed, in Indiana; to the stone portion of the national Lincoln monument at Springfield, Illinois; the magnificent State Capitol of Illinois, now being constructed; and to innumerable court houses and jails, built in this and other states.

There are at work in the quarries thus far opened here, from five hundred and fifty to seven hundred and fifty men. The demand is still increasing; and it is beyond doubt that still other quarries must be opened.

It is worth mentioning, in this connection, that large parcels of vacant ground upon which manufactories must shortly be erected, both within the city limits, and immediately adjoining, will require no excavation for foundations. They afford a *solid stone* foundation within a few inches of the surface. These lands too, are near the water-power, canal, and railroads.

COAL AND IRON.

BY I. R. ADAMS, ESQ., OF JOLIET.

Near Joliet, and in this county, are the finest coal fields in Illinois, underlying thousands of acres of rich farming lands, and producing over five hundred thousand tons per annum.

There are ten shafts now opened, and many more are being located, in order to supply the demand for this favorite fuel which is unsurpassed for steam and grate purposes, it having a long and clear flame. With the abundant shipping facilities, it can be delivered here at a figure but little above the cost of mining, giving us a cheap steam which is material to the successful operation of manufacturers.

This coal is what is termed by geologists No. 2 coal, being the same strata that is found in the Big Muddy and Chester fields, and has a less amount of ash, (only $3\frac{1}{2}$ per cent.) than most bituminous coals found in Pennsylvania, giving it so much more combustible material, and specially adapting it for the working of iron.

The analysis made by Prof. Seibel, shows:

Carbon.....	81-10	} Coke, 60 per cent.
Hydrogen.....	5-7	
Nitro and Oxygen.....	9-7	
Sulphur.....	-3	
Water.....	$100-3$	

The analysis compares with the best English bituminous coal.

During the past year, a large rolling mill compared with any in the country for architecture and general plan, commenced working within our limits. Its walls are built of the same stone on which our city rests, and which forms the solid foundation for its ponderous machinery.

The works are in successful operation, turning out over one hundred tons of railroad iron daily, and so well are the proprietors convinced of the value of the coal, and the importance of Joliet as a distributive point, so essential to manufacturers, that they are making plans, and will probably commence work early in the spring on an immense Bessemer steel works, to cost not less than three hundred thousand dollars, and will employ one hundred men in addition to the three hundred men now at work.

There is but little doubt that a good coke can be made from our coal, as the analysis before mentioned shows the coke to be sixty per cent., giving us a cheap fuel for foundry purposes.

The largest foundries in Chicago are getting their moulding sand from here.

The railroad connections, the low taxes, cheap building materials, and advantages above named have already called one stove manufactory here, and a visit will show to others, that soon we will be able to drive the Eastern foundries, who are now manufacturing for the Western trade, from the field of competition, as Lake Superior pig iron is as cheap here as in Buffalo, and the freights and their profits can be pocketed by our fortunate stove founder.

Not only to rolling mills and foundries has Joliet the advantages above named, but to any person looking for a new field of industrial enterprise, a close investigation will show that for other branches of manufactories there is the same auspicious opening. All we ask is an impartial investigation to insure a verdict in our favor.

SMELTING ORES.

BY SAMUEL B. REED, ESQ., OF JOLIET, ENGINEER OF THE GREAT UNION PACIFIC RAILROAD.

The geographical position of Joliet is admirably adapted to the successful working of the reduction of ores, being on the direct line east from San Francisco, *via* Pacific Railroad, and from Colorado and all the rich mineral country west and southwest, tributary to the Kansas Pacific Railroad which will soon be completed from Denver, west to the Pacific Ocean.

These roads pass through, and are contiguous to, large areas of rich silver mining country, whose products must find a market in the East. It is impracticable to reduce the ores successfully in the mountains, owing to the great cost of transporting and putting in operation the necessary machinery—the great scarcity and cost of fuel in the mining districts—the absence and cost of iron for desulphurating the ores with economy—the great cost of subsistence and tools for men and teams, and the high price of labor.

There is no location in the country that possesses superior, if as good, inducements as this, for capitalists to invest in mills and furnaces for the reduction of the rich silver ores that are now being shipped from the various mining districts in the Rocky Mountain country, contiguous to the line of the Central and Union Pacific Railroads to the Atlantic sea-board, and thence to Swansea, in Wales for reduction.

Joliet has an abundance of water-power for driving the necessary machinery. Also, *fuel*, admirably adapted to smelting ores of that nature, in inexhaustible quantities within a few miles, which is being mined and shipped to market extensively by canal and rail. Iron filings and old scrap iron at nominal rates for desulphurating the ores with economy, cheap and abundant labor, and situated in the midst of a rich agricultural country, subsistence of all kinds will always be obtained at the lowest rates. Even if the ores were reduced in the mountains where mined, the lead and copper which is thirty to seventy per cent., will be lost, because it will not pay transportation to market. If reduced here, it will be valuable, and greatly increase the net proceeds of the ores. There are not mills enough on this continent to reduce the ores as fast as they are now being

mined. (And the mining business is in its infancy yet). Consequently, large shipments are continually passing through Joliet, on the way to Swansea, in Wales, for reduction. If mills for smelting ores and separating the silver and gold from the baser metals, were in successful operation in Joliet, no matter how great their capacity, they would be crowded to their utmost extent.

BUILDING MATERIALS.

LIME, BRICK, SAND, STONE, AND LUMBER.

These articles comprise the raw material, and chief expense in the construction of buildings, and the enlargement of cities. When found upon the localities where used, the expense in building is much less than when such heavy materials are transported from other points on wagons, cars, or boats.

Two of these, viz.: Lime and stone of prim quality, exist in great abundance within the city limits of Joliet. A like abundant supply of superior building sand, and clay for brick, are found within a mile. While lumber is merely a fraction above Chicago prices, and is actually *below* the quotations in New England, and the state of New York. The reason of this seems apparent when we reflect that the pineries of Michigan and Wisconsin float their treasures of the forest directly to our doors, upon river, lake, and canal craft. Therefore, we confidently claim for Joliet a precedence over every other locality that can be named, either east or west, for its abundant and cheap supply of raw materials for building purposes. For its abundance, because there are no limits to the supply. And for cheapness, because these supplies are found at our very doors, thus saving the great expense of transporting them, either by rail, by water, or upon wagons. Hence this is the place of cheap homes for the laborer, the artisan, and the mechanic. Of cheap blocks for business men; of cheap manufacturing establishments; and for the founding of all diversified industrial enterprises. In short, the most promising field for co-operative labor and capital to achieve a complete success.

Joliet holds out a cordial welcome to all of these classes, to whom we can supply the "*sinews*" for building, at a trifle above first cost prices, and yet have enough left to export for the building up of surrounding cities. For a knowledge of our other advantages we refer to the various articles found in this pamphlet.

CEMENT GRAVEL.

Three or four extensive deposits of this material are found at Joliet, and more may yet be discovered. The qualities of this gravel

are unlike, and superior to, those of any other gravel deposits known in the country. It is true, that water lime, and the ordinary cement of commerce are found in many places.

It is equally true, that there are numerous deposits of *free* gravel to be found in some states. The one is *cement* by itself, and the other *gravel* by itself. But here these substances, or their properties, are happily blended in one mixture known as the Joliet Cement Gravel.

It is similar in appearance to ordinary gravel, being readily removed by the pick and shovel. But there is diffused through the mass a subtle mixture of cement ingredients, which gradually hardens into one solid compact substance when exposed to the action of the sun, air, rain, and travel. Hence its great value for grading streets, drains, avenues, walks, etc.

About thirty miles of streets in Joliet are graded with it, affording some of the best drives any where to be found. Many streets in Chicago, Riverside, and other suburban towns of that city, are using the same material. Even Bloomington, Springfield, and Alton have sent orders for it.

The entire shipments of 1870, foot up in value about \$200,000, and the demand is rapidly extending. To work these mines of wealth, affords employment to many laboring men, and adds not a little to the revenues of our railroads. Fortunately the supply is ample for many years to come.

ARTESIAN WELLS AND WATER SUPPLY.

Artesian wells are obtained by appliances for boring into the outside crust of the earth, and bringing to the surface those liquid treasures that the God of nature had long since stored up in their deep, dark, vast recesses preparatory for the use of man. At Syracuse and Saginaw, the product is brine, affording salt to supply a nation's wants.

At Spring Lake and other Michigan localities it is mineral water, strongly impregnated with medicinal properties for the "healing" of the people.

At Chicago, Joliet, and most other points, it is common water for domestic use. We have four of these wells; one at the prison, one at the rolling mills, one at the tank of C., A. & St. Louis railroad, and one at the public square. The volume of water they discharge is immense. The one last named, throws up from a depth of four hundred and fifty feet, through a 4-inch bore, a column of water sixty feet into the air, at the rate of three hundred gallons per

minute; or about fifteen thousand barrels daily. It is soft, clear, pure, and bright as ever sparkled in the sunlight. It washes equally as well as rain-water, without a particle of the flat or insipid taste attached to the latter; and proves especially valuable in the preparation of dyes for coloring clothes, etc. In short, no better water ever gushed from its crystal fountain; and these wells could be multiplied, if necessary, to supply the wants of one hundred thousand people. Moreover, all that portion of the city between Eastern Avenue and Spring Creek is on a broad platteau, or plain, of gravel deposit, affording at a depth of fifteen to eighteen feet, never-failing wells of the purest water. Therefore, we claim for Joliet an ample supply—almost as cheap and free as the air we breathe—of that genuine *Elixir of Life*, viz.: *Pure cold water!*

HEALTH.

Having a river fall of thirty feet, within our city limits, affording no chance for sluggish streams; being also founded upon limestone rock and gravel beds; with an ample supply of as pure water as the earth affords, Joliet could not fail to be a healthy city. Such is the verdict of our physicians, and of the people. And such, too, is the verdict of Mr. Gooding, of Lockport, our worthy state engineer, who declares this whole region as healthy as the most favored New England hills. True, we are subject to sudden changes of temperature; but no more sudden or extreme than most other portions of our country experience. Billious complaints, with fever and ague, are now scarcely known. Consumptives are rarely found. We have some chill-fevers, and rheumatic invalids, as well as old chronic disorders—mostly importations into the country.

In conclusion, those who adapt their clothing to the climatic changes, and practice common-sense habits of life, need not be sick; and may enjoy as “green old age” here, as in any part of the world.

CHEAP LOCATIONS.

Compared to its wealth, business, population, and great resources, it is safe to say that no other city, east or west, offers such cheap locations for homes; shops and factories, as Joliet. Within the city limits are hundreds of these locations, ranging from eighty to five hundred dollars per acre. One-fourth of an acre will afford a poor man a location for his cottage. This, at the first-named figures, will cost him but twenty dollars, and at the latter price, one hundred and thirty-seven dollars. I know of a shoveler in the gravel-pit, who

has *saved* out of his earnings in 1870, enough money to *pay for his lot and the building of a cottage home* upon it. Within a radius of two miles from the court house are hundreds of acres, and thousands of locations, ranging all the way between the above-named figures. Many of these are unsurpassed as sites for beautiful homes. Of course, these statements do not apply to the business centers of the city.

For fuller information concerning cheap locations, address Geo. H. Ward, Macomber & Elwood, or E. T. Chase, real estate dealers, Joliet.

SURROUNDINGS.

We make no pretensions to the picturesque scenery of the Palisades; or the magnificent grandeur of the Mississippi bluffs. But while we fail in soaring to the regions of the sublime, we do claim to revel amid scenes of the beautiful.

Joliet is encircled with an amphitheater of noble hills that rise and fall in gracefully moulded swells, like grand ocean billows, whose crested tops wave with groves of Elysian beauty, like so many plumed helmets of Genii of the forest, looking down into the valley upon our shining river and bustling city. This panoramic out-line of noble hills is interspersed and beautified by gentler undulating elevations; with shady nooks and dells, and grassy dales of bewitching loveliness. Traverse these surroundings when attired in their fresh, bright robes of spring-time beauty; or when decked with the variegated and gorgeous hues of autumnal splendor, and that beholder has neither poetry nor music in his soul — has little love of Nature, or of "Nature's God," who is not moved to rapturous delight and adoration! We close with the prediction that the time is coming when one hundred thousand denizens shall people this city; and when these pleasant *surroundings* shall be all gemmed over with the abodes of the opulent and the refined.

MOULDING SAND.

Adjoining us, and in our town, are valuable beds of moulding sand; fine in quality, and suitable for all styles of castings. It can be delivered in the city at a cost not exceeding ten York shillings per ton, and in quantities inexhaustible.

About fifty boat loads are annually shipped to Chicago and St. Louis — being about fifty thousand tons.

COMPARATIVE TAXATION OF CITIES OF ILLINOIS FOR 1870.

COMPILED BY JAMES G. ELWOOD, OF JOLIET, ILLINOIS, MARCH 1ST, 1871.

CITY.	Pop.	Value of Property.	Tax levied for 1870.	Indebt ^{ss} .	Annual interest on debt.	Tax per capita	Ind ^{ts} per capita	Avg. tax on \$1.00	REMARKS.
JOLIET....	10,200	\$ 6,180,000	\$ 46,808.66	\$ 85,900	\$ 6,872	\$ 4.68	\$ 8.42	\$.007	Artesian wells. Gas works.
Peoria.....	23,787	13,574,630	178,537.95	1,049,500	80,815	7.77	45.65	.013	Own water works; \$435,000
Springfield...	18,000	11,000,000	233,000.00	995,000	100,000	12.97	55.27	.021	Own water works; \$500,000
Quincy.....	27,000	15,120,000	226,800.00	1,473,260	140,000	8.40	54.56	.015	
Decatur.....	8,000	3,532,160	35,321.60	23,000	2,000	4.42	3.00	.010	
Aurora.....	11,200	6,200,000	43,650.29	226,100	22,210	7.01	22.76	.007	City and Town.
Peru.....	4,000	1,069,885	16,048.27	55,000	5,000	4.01	13.75	.016	
Bloomington.	16,000	7,050,000	124,364.84	225,000	21,800	7.78	14.08	.017	
Galena.....	8,200	2,150,000	13,248.07	223,000	9,890	1.61	27.00	.011	City offers to compromise in-
Rockford....	11,674	6,180,000	45,524.54	50,000	4,000	3.93	4.32	.007	debts at 45 per cent.
Carlinville....	3,023	1,630,000	17,935.51	44,000	4,400	5.97	14.67	.011	City owns $\frac{1}{4}$ gas works.
Alton.....	8,720	7,620,000	71,473.73	187,400	17,734	8.19	22.04	.009	
Cairo.....	6,700	5,750,000	44,842.90	310,600	24,000	6.69	46.27	.008	
Galesburg....	11,000	6,275,000	62,756.67	109,400	8,000	5.71	9.03	.010	
Waukegan....	5,033	875,000	18,684.39	15,000	1,300	5.73	2.97	.022	
Freeport....	8,970	5,600,000	28,500.00	57,000	5,700	3.20	6.45	.005	
Elgin.....	5,440	4,082,935	48,995.00	64,100	6,497	9.07	12.05	.012	
Jacksonville.	15,000	4,582,272	73,326.35	143,760	14,376	7.33	14.38	.016	
Ottawa.....	8,000	3,500,000	51,500.00	130,000	13,000	6.47	16.25	.015	
Equal'd Avg.	\$6.10	\$20.17	\$.0104	

DISTRIBUTIVE CENTER.

All manufacturers desire the best and cheapest facilities for shipping their wares in every direction. Joliet has more *direct* railroad connections east and west than any other competing city. Of course, no place assumes to equal Chicago in the *number* of its connections, although we beat her in straight lines. We also possess more *diverging* connections than any place of similar size. And moreover, by means of our suburban proximity to Chicago, we virtually enjoy the immense net-work of railroad connections for shipping purposes that center in that great city. To all this, we add cheap water transportation by canal and river.

Those desiring fuller information on this subject are referred to the article in this pamphlet, headed "Railroads," by Hon. H. N. Marsh. Therefore, we assume that there is no more eligible point than Joliet for the reception and distribution of goods *from and to* all other points of the country.

CHURCHES AND SCHOOLS.

There are eleven churches in Joliet pretty well divided among the various denominations, and well supported. We append the following statement politely furnished by the Rev. C. A. Gilbert:

Central Presbyterian.....	Rev. H. D. Jenkins,
First Presbyterian.....	" C. R. Burdick,
First Baptist.....	" A. G. Eberhardt,
Christ Episcopal.....	" C. A. Gilbert,
St. John's Universalist.....	" C. H. Dutton,
Methodist Episcopal.....	" F. P. Cleveland,
First Evangelical—Lutheran.....	" C. Sans,
St. Peter's—Lutheran.....	" H. Rohe,
St. Mary's—Roman Catholic.....	" P. W. Riordan,
St. Patrick's—Roman Catholic.....	" W. H. Powers,
St. John's—Roman Catholic.....	" F. H. Nolte.
Total No. of Members.....	3,771
Total No. of Families.....	1,252
Total No. of Sitzings.....	4,606
Total No. of Pews.....	1,042

CONVENTS.

St. Thomas (six Sisters).....	\$ 6,000
St. Theresa (seven Sisters).....	15,000
Total value of Churches and Convents.....	200,600

The schools of Joliet share, in equal measure, the same liberal support and public spirit of our citizens as do the churches. Pupils are passed from the primary to the higher schools, where they are advanced to the second year, in a college course. In addition to the public schools we have a commercial college, two convent, and one or two select schools. The following is a brief summary:

Public schools.....6	Student's Com. College.....100
Teachers27	Convent schools.....2
Pupils2,000	Teachers13
Yearly expenses.....\$13,000	Pupils.....400
Value School property.... 75,000	Value property.....\$21,000
<i>Total Schools</i>10	
<i>Total Teachers</i>41	
<i>Total Pupils</i>2,500	
<i>Total value Property</i>\$96,000	

FAIR GROUNDS.

The agricultural fair grounds, lying about two miles north of Joliet, on the Lockport road, consisting of forty acres, are pleasantly located, and handsomely improved. But last season some new fair grounds were secured, lying only one-half mile east of the city limits, that are intended ultimately to be thrown open as a city park, when not occupied for fair purposes. These grounds comprise sixty-five acres, and are universally conceded to be the most beautiful and convenient fair grounds in the state. They were purchased at a cost of ten thousand dollars, and six thousand dollars more have already been expended in improving the same.

They are inclosed by a tight pine lumber fence seven feet high; contain one hundred and ten stalls for horses and cattle; eighty pens for hogs and sheep, and a large, elegant and substantial hall for the exhibition of fine arts, inventions, products, etc. Three beautiful springs of pure water within the grounds afford an ample supply for five thousand people, and one thousand head of stock.

A charming diversity of hill, dale, and meadow-land, interspersed with groves of young timber, and some old monarchs of the forest, render these fair grounds genuine Elysian fields for the poet, the artist, and the lover of nature. A graded drive, and other important improvements are being made the present season, at a further outlay of five thousand dollars, thus adding the embellishments of art toward beautifying yet further one of the loveliest spots of earth.

At the first fair held last fall, being a month too late for such occasions, there were one thousand one hundred and eighteen entries, and nearly twenty-five hundred dollars taken at the gate.

SOLID FOUNDATIONS.

It is claimed that the rock foundation of the Joliet Rolling Mills saved twenty-five thousand dollars to the company. There are hundreds of acres of contiguous land with the same solid foundation, exactly adapted to the location of all kinds of manufacturing establishments. These lands border upon the canal and railroad, rendering the shipment of raw materials and manufactured wares easy, cheap, and convenient.

Let all classes consider that such works at Joliet are "*founded upon the rock*." That they enjoy unsurpassed facilities for shipment; and, that as a distributive center we believe no other locality outside of Chicago is our equal.

CEMETERIES.

The interest taken in that last resting place of all that is earthly of ourselves and our friends, evinces the true sentiment of community—

"Man's home is in the grave,
Here dwell the multitude — we gaze around;
We read the monuments — we sigh, and while
We sigh, we sink."

There are several fine cemeteries near our city. One of these—the most spacious and beautiful—is known as "Oakwood Cemetery," lying just east of the city limits. In the year 1856 a special act of incorporation was obtained of our State Legislature, for its complete management, improvement, and preservation; since which time it has continued to be adorned and beautified; while much enduring and costly monumental stone and marble work has been placed there. Several of these incurred an expense of from five to ten thousand dollars; and others but little less.

In the center of these grounds stands an old Indian mound—an object of much interest. There may the visitor, when the wild red men have disappeared from our continent, gaze upon the spot where rests their mouldering dust; and call up with memories of the past, visions of the painted warrior.

Oakwood, too, is classic ground. Many traditionary legends are associated with the spot; and persons are now living who have heard them from the lips of the Indians, who once stood on this soil, but are now sleeping their last sleep beneath that mound. But dearer to the gaze are the consecrated grounds of our heroic dead who laid down their lives that our country might live.

LOCAL INSTITUTIONS.

BANKS.—There are three banks in the city, affording every desired facility for doing business in their line. All three are conducted by gentlemen of high character and great experience, who have long enjoyed the entire confidence of our business men.

BUILDINGS ERECTED AND IMPROVEMENTS MADE IN 1870.—The table of statistics furnished by our builders is unfortunately lost. There were a large number of new buildings erected, some of them costly and elegant. Many others were enlarged and improved. Including the rolling-mills, the enlarged Cut-Off depot, new convent, school houses, etc., the aggregate amount foots up in round numbers not less than \$550,000.

BREWERIES.—Our revenue collector, Col. Hammond, reports four of these establishments, as follows:

E. Porter, Ale,.....	4,434	Belz Bros., Ale & Beer,...	409
A. Scheidt, Ale & Beer,...	2,011		—
F. Sehring, Beer,.....	1,282	Total bbls. brewed,....	8,136

Most of this is shipped to other markets.

COMMERCIAL COLLEGE.—The commercial college, under the energetic and efficient management of Prof. Russell, is a credit to our city. It combines the practical and academic elements of education, and fills the want that has long been felt by our citizens. This institution has been in successful operation about five years, and is still rapidly increasing in members and importance. One hundred and six students are now in attendance from Joliet and vicinity, which is a strong indorsement of the public appreciation.

EXPRESS.—The express business is large and increasing. Amount of goods received in 1870:

Aggregate,.....	\$10,829.32
On goods forwarded,.....	8,776.10
Total in and out business,.....	\$19,605.42

GAS WORKS.—The gas works of the city were erected at a cost of fifty-five thousand dollars, and connect with all the business, and most of the residence portion of the place. Their present capacity will supply thirty thousand inhabitants. They now consume not less than fifteen hundred tons of coal annually.

GRADED STREETS.—Our city has thirty-one miles of streets, beautifully graded with cement gravel, taken from the famous beds of that material, near at hand. These smooth, durable, and substantial thoroughfares are the constant theme of admiration to strangers, and congratulation to residents. The action of the weather and results of use hardens and solidifies this gravel, forming a pavement, at all times dry and even, making a street comparing favorably with, and rivaling even the granite, Russ, and other block pavements.

HOTELS.—There are some half-dozen hotels, ranging from good to indifferent. The Auburn House, by F. Smiley, and the Delevan House, by G. B. Mosey, are deservedly popular. But the only first-class house is the National, kept by that prince among landlords, W. B. Caswell, Esq. Our progressive city will soon demand a hotel of more magnificent proportions than any of these, and our citizens are already agitating the “ways and means” of consummating this desirable result.

HAY PRESS.—Niles’ hay press has a capacity for bailing and shipping twenty-five hundred tons yearly. This hay finds a market at St. Louis, New Orleans, Boston, and New York. Our surplus home supplies meet a ready sale at the press, while the labor of storage, bailing and shipping affords employment to a goodly number of men.

INSURANCE.—There are eight insurance agencies in Joliet, whose annual receipts for premiums, range from one thousand to twelve thousand dollars each. The aggregate amount receipts of all the offices is between fifty thousand and sixty thousand dollars.

INTERNAL REVENUE.—An examination of the books in the office of Col. C. M. Hammond, internal revenue collector, in the city of Joliet, shows that the collections for the six months, ending January 1st, 1871, are as follows:

July,	\$31,919.64
August,	16,587.41
September,	12,279.95
October,	19,118.23
November,	21,218.55
December,	26,833.62
TOTAL.	\$127,957.40
Double this for year, is	\$255,914.80

ICE.—Our spacious river basins annually supply us with overflowing ice-houses, of the purest article. Total amount gathered is about four thousand tons, mostly by Mr. LaFontaine, who supplies the citizens at such low figures that *all* can afford to “keep cool.”

LUMBER.—The lumber trade of Joliet is mainly confined to four different yards. The amount of yearly sales is from two hundred and fifty thousand dollars to three hundred thousand dollars. Prices have ranged for some years as follows:

Common pine, per M..... \$14 to \$16

Clear pine, per M..... \$30 to \$50

An ample supply of white-wood and hard-wood lumber at reasonable prices is also shipped to our Joliet market, from the Indiana and Michigan forests, that are near at hand.

NEWS PAPERS.—There are two weekly newspapers published in Joliet. The *Joliet Republican*, by James Goodspeed, and the *Joliet Signal*, Democratic, by C. & C. Zarley. Both are conducted with ability and commendable enterprise. A great amount of job work is done at both offices, as well as at the jobbing office of Gritzner & Henderson. We are too near Chicago to warrant a daily publication.

POST OFFICE.—Statement of business done during the quarter ending December 21st, 1870:

Amt. of orders iss'd...\$13,392.83	No. mail letters rec'd.. 101,831
Amt. of orders paid... 7,999.94	No. money orders iss'd 813
Amt. stamps, stamped envelopes sold..... 2,605.03	No. money orders paid, 439

TELEGRAPH.—Beside the three railroad depot telegraph stations, there are two other offices in Joliet. The aggregate business of these two offices in receipts is about thirty-five hundred dollars.

MANUFACTORIES.

THE JOLIET MANUFACTURING Co.—(Incorporated), manufactures corn-shellers, reapers, mowers, and plows.

Capital stock, \$250,000

Act of incorporation allows increase to 500,000

Stock sold, 280,000

Amount of sales in 1870,..... 100,000

No. of men employed,.....50

It is safe to double this amount in the implement business done at Joliet, yearly, as Mr. Sanger's establishment approximates these figures, of which no returns have been received. Moreover, there are other lighter establishments, besides five or six vendors of implements.

WOOLLEN FACTORY.—The paid up capital stock in this factory is.....\$36,000
 No. of looms,..... 13
 No. spindles, 870
 No. sets of cards,..... 3

Manufactures every description of woollen goods, and has a capacity of four hundred yards of cloth daily. The goods produced are unsurpassed in quality.

It gives employment to thirty or forty hands, and is run by either steam or water-power.

FLOURING MILLS.—Hyde's Joliet Mill and Elevator is a substantial stone structure, forty-one by one hundred and forty feet, and three stories high. It has six run of stone, four feet burrs, capable of flouring three hundred barrels, daily. The capacity for storage is five hundred thousand bushels. Water-fall, ten feet. Capital, fifty thousand dollars.

The City Mills, of Adam & Wilcox, have five run of stone, with a capacity of flouring two hundred barrels, daily. This and the Hyde mill are not surpassed in their fixtures or quality of work. Capital, forty thousand dollars. The extensive mill and warehouse of H. S. Carpenter, was totally burned down, and has not been rebuilt. We have *one saw-mill* at the lower dam.

PLAINING MILLS.—There are three planing mills, and a fourth is to be erected.

No. of feet dressed yearly,..... 1,000,000
 Capacity to dress,..... 4,000,000
 Furnish employment to men,..... 30

SASH AND BLINDS.—Two of these factories are in operation, with facilities for attaching one to each planing mill. Amount of work done yearly:

Sash, for No. windows..... 6,000
 Blinds, " 5,000
 Doors made,..... 4,000
 Capacity double this amount. Men employed,..... 12 to 15

JOLIET MOUND WORKS.—Mount Joliet, as it is put down upon the maps, lies two miles below the city. It does not equal in value the Iron Mountain of Missouri, and yet it is a rare deposit of rich and varied materials. It contains an immense amount of cement gravel and of various clays and other materials required for pottery, stone-ware, tile, fire-brick, and bath, or polishing brick.

We give some statistics for the past year, 1870:

Stone Ware Sewer Pipe, feet,.....	150,000
Drain Tile, feet,.....	800,000
Fire Brick, number,.....	200,000
Bath Brick, for polishing,.....	150,000
Tons of coal consumed,	2,000
Tons of clay consumed,.....	6,000
Number of men employed,.....	40
Amount of sales,....	from \$65,000 to \$75,000

Capacity of the works, double the above. Quality of the wares equal to any, whether of American or foreign production.

TANNERY.—Mack, Cleghorn & Co's., tannery is a spacious building, with all the usual appliances for running such establishments:

Capital invested,.....	\$45,000
Aggregate yearly wages,	14,900
Yearly capacity for tanning hides,.....	15,000
Cords of bark used in the same time,.....	700
Men employed,.....	20

BRICK AND BRICK MACHINES.—There are two yards a little beyond the city limits. They supply the market with a good article, varying in quality, from four to ten dollars per thousand. Shreffler's champion brick machine, which is extensively made here, is among the most useful labor-saving inventions of the age. While simple and cheap, it has capacity for making ten thousand to twenty thousand good brick daily. At six state fairs it has been awarded the first premium.

Their growing popularity is attested by the increased demand for them in all directions.

CAGWIN'S ROTARY PLOW.—Among the implements manufactured at the establishment of Sanger & Co., is the Rotary Plow, recently invented and patented by our townsman, F. L. Cagwin, Esq., which bids fair to effect the same revolution in the plow-field, that the reaper has done in the harvest-field.

Though but just introduced, it has been sufficiently tested to prove that it must soon take rank among the most important inventions of the age—destined to command a speedy and extensive manufacture and sale. Experience among our farmers the last two seasons has fully proven that it will add from twenty-five to fifty per cent. to the productiveness of land tilled by this machine, over that tilled by the ordinary methods. And this, too, with no little saving of time, of team, and of manual labor. While it is no part of our object to puff any of our manufactories, we deem it no deviation from our plan to hold out this as a prominent inducement to our agricultural friends to locate where alone, for some years at least, these valuable machines can be obtained.

MARKETS.

GRAIN.—The local shipment of grain was light in 1870, owing to prevailing light crops. This exhibit is for the year ending August 1st:

Corn by railroad—bushels,.....	2,300,000
“ “ canal “	276,463
Oats “ railroad “	400,000
“ “ canal “	137,435
Barley and Wheat, “	12,000

TOTAL BUSHELS,..... 3,125,898

DRESSED HOGS.—By railroad, 58 cars,..... 1,404,000 lbs.

The light grain crop produced a corresponding diminution of pork.

CATTLE.—The shipment of cattle at this point is immense. The statistics from our three depots have not come to hand in time. But we may say that the *bovine* interest to our city and railroads is great—as beside the local trade, there are heavy trans-shipments of this stock. Additional roads are now constructing to center here, that will add greatly to this interest.

Want of space precludes the insertion of our prepared schedule, classifying all the business departments of the city, together with the names of parties, and amount of business done by each.

The entire list embraces about three hundred business names and firms; and the sum total of all business amounts, in round numbers, to about ten million of dollars.

CONCLUSION.

We have spoken for Joliet in these pages with some ardor, but with "words of truth and soberness." Compare our array of facts, with all that can be said in favor of other localities. Where else can you find in such abundance and cheapness all raw material for erecting homes, business-blocks and factories? Where such solid foundation of rock as ours? Or such cheap locations to build upon? Where else, but here, is the great air-line route of trade and travel? Or where such a concentrated net-work of railroad connections? and consequently where such a distributive center for the reception and distribution of goods, from and too, every point of the compass?

Where our equal water-power? or better canal and river transportation, backed up as they are by Lake Michigan pouring past our doors? Where have they such coal mines as ours? Or such Joliet marble? Or such cement gravel beds? Or artesian wells? Or delightful surroundings? Or agricultural resources? Or cheap homes, and cheap living for the poor man? In short, where do so many elements cluster at one point for the sure reward of labor and capital in building up hundreds of diversified industrial manufacturing enterprises? Look at what our endorsers say; read the article of Mr. Gooding, of Lockport, state engineer for over thirty years, upon our canal and water-power; study the exhibit of Joliet railroads and connections, by Hon. H. N. Marsh; of the article on smelting ores, by Mr. Samuel Reed, the world-renowned engineer of the Pacific Railroad. Peruse Hon. A. B. Meeker's exposition of our coal and iron interests; Judge Randall's lucid views upon agricultural resources; and last, but not least, the valuable production of Hon. W. A. Steel, on stone! These, and other equally reliable backers to our pamphlet can be named—as reliable as Astor or Stewart on a note or bond. If such facts, such resources, such inducements, and such *backers* are satisfactory to the reader, we cordially invite him to pull at the "latch string" of our city, and the door shall be open for him to come in.

THE JOLIET ROLLING MILLS.

[From the Chicago Railway Review.]

This establishment is one of the enterprises of the "Union Coal, Iron and Transportation Co.," and is under the same general management as the Bridgeport (Chicago) blast furnaces of the "Chicago Iron Co.," Mr. A. B. Meeker, of this city, being the president, and Mr. J. H. Wrenn (of Wrenn, Ullman & Co., bankers, of Chicago), being the treasurer of both companies; Mr. I. R. Adams being secretary of the Rolling Mill Co. Mr. Meeker is also connected with the Eureka Mining (coal) Co., at Wilmington, on the C., A. & St. L. R. R., fifty-three miles from Chicago, and fifteen miles beyond Joliet. The pig, manufactured from Lake Superior ore, and the finest of our Illinois bituminous coals, are thus brought together with the utmost facility and economy. The advantages of Joliet (where the company have purchased a tract of fifty acres) for manufacturing enterprises are not surpassed by those of any other point in Illinois. Situated at the intersection of the C., A. & St. L., and C., R. I. & P. R. R., and being the terminus of the M. C. (Joliet Cut-Off) it has the most direct and closest connections with the entire railway system of the East, West, and South. These will soon be increased by the completion of new lines in progress, and projected. The line of the Chicago & Iowa Railroad will be soon completed between Joliet and Aurora, on the C., B. & Q.; and the Joliet, Newark & Mendota R. R. is projected, giving connections both with the C., B. & Q., and I. C. Situated in the center of the celebrated "Joliet Marble" fields, the building resources of the place are also unsurpassed, as the substantial stone and iron structures of the rolling mills show.

The mills began running about eight months ago; and it speaks well for the character of the enterprise that, during a very dull manufacturing season, in which many mills have been compelled to temporarily cease running, the orders upon it have necessitated the working of a force of three hundred and fifty men, one turn a day. The capacity of the mill is about twenty-five thousand tons of rails per year. Rails of any size or pattern are made. * * *

Perhaps no other assurance is needed of the excellence of the rails made here than the fact that among the purchasers of them have been the C., A. & St. L., the C., R. I. & P., and C. & S. W. R. Companies. The company have nearly perfected plans for Bessemer steel works, on their grounds at Joliet. It is expected to begin building in the spring, and to have the work in operation in the fall, at a cost of from \$200,000 to \$300,000.

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